


WAAS CH 99328 W30A	APP CRS 295°	Rwy Idg TDZE Apt Elev	3707 958 961
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RNAV (GPS) RWY 30

AIRLAKE (LVN)

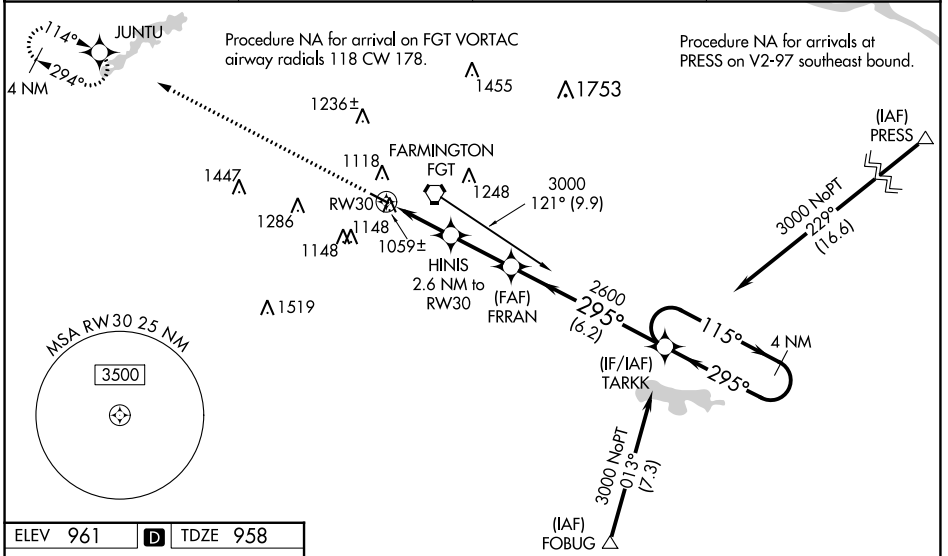
RNP APCH.

⚠ Baro-VNAV and VDP NA when using Minneapolis-St Paul Intl/Wold-Chamberlain altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 37°C. When local altimeter setting not received, use Minneapolis-St Paul Intl/Wold-Chamberlain altimeter setting: increase LPV DA to 1210 feet; increase LNAV/VNAV DA to 1298; increase all MDAs 60 feet. For inop ALS, increase LNAV/VNAV all Cats visibility to ¾ SM and LNAV all Cats visibility to 1 SM. For inop ALS when using Minneapolis-St Paul Intl/Wold-Chamberlain altimeter setting, increase LNAV/VNAV all Cats visibility to 1, and LNAV Cat A/B to 1. Inoperative table does not apply to LPV. Rwy 30 helicopter visibility reduction below ¾ SM NA. When Circling to Rwy 12 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

MALSR 

MISSED APPROACH: Climb to 3000 direct JUNTU and hold.

AWOS-3 118.0	MINNEAPOLIS APP CON 134.7 284.7	CLNC DEL 118.95	UNICOM 123.0 (CTAF) 
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3000 JUNTU VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 36).

TARKK 4 NM Holding Pattern

*LNAV only

HINIS 2.6 NM to RW30

*1 NM to RW30

RW30

1820*

FRRAN 2600

2600


115° → 3000


← 295°

GP 3.00° TCH 45

1 NM 1.6 NM 2.4 NM 6.2 NM

CATEGORY	A	B	C	D
LPV DA		1158-¾	200 (200-¾)	
LNAV/VNAV DA		1246-¾	288 (300-¾)	
LNAV MDA		1320-¾	362 (400-¾)	
C CIRCLING	1460-1	499 (500-1)	1660-2 699 (700-2)	1700-2¼ 739 (800-2¼)

REIL Rwy 12 

HIRL Rwy 12-30 

NC-1, 28 NOV 2024 to 26 DEC 2024

NC-1, 28 NOV 2024 to 26 DEC 2024